

Secondary Road Patrol and Traffic Accident Prevention Program

Annual Report

Fiscal Year 2020

October 1, 2019 – September 30, 2020

Public Act 416 of 1978, as amended

Michigan Department of State Police, Office of Highway Safety Planning



State of Michigan

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This report was compiled by the Michigan Office of Highway Safety Planning from documents submitted by each participating county.

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### **Fiscal Year 2020 Quick Facts**

In Fiscal Year (FY) 2020, the Secondary Road Patrol (SRP) program funded 115 deputies compared with 115.4 in FY 2019.

SRP deputies generated 59,224 vehicle stops, resulting in 846 impaired drivers being removed from Michigan's roadways, 36,208 traffic citations, 4,348 criminal arrests, and 18,659 assists to other officers. SRP deputies also responded to 12,507 criminal complaints and aided 2,792 motorists in need of assistance.

SRP deputies investigated 10,166 traffic crashes, including 6,906 on secondary roads, 2,871 on state trunk lines, and 388 in villages and cities.

SRP deputies investigated 130 fatal traffic crashes on secondary roads, 61 fatal crashes on state trunk lines, and 15 fatal crashes in villages and cities.

### **Introduction**

The Secondary Road Patrol and Traffic Accident Prevention program was created by Public Act 416 of 1978. This state grant program, often referred to as the SRP or 416 program, provides Michigan county sheriffs' offices with funding to patrol county and local roads outside the limits of cities and villages. Deputies funded under the SRP program have legislated responsibilities of traffic enforcement, traffic crash prevention and investigation, criminal law enforcement, and emergency assistance. The program began on October 1, 1978, with 78 participating counties. On October 1, 1989, Executive Order 1989-4 transferred the SRP program from the Michigan Department of Management and Budget Office of Criminal Justice to the Michigan Department of State Police (MSP) Office of Highway Safety Planning (OHSP).

Public Act 416 of 1978, as amended, required two documents, generally combined into one report, to be submitted to the Michigan Legislature:

An annual report containing data from the participating sheriffs' offices along with their recommendations on methods for improving coordination of municipal, county, and state law enforcement agencies, improving law enforcement training programs, and improving law enforcement communications systems, as well as a description of the role alcohol played in the incidence of fatal and personal injury crashes in the state. The report is due each year on May 1. From the one percent allocated for administration, planning, and reporting, the OHSP is required to conduct an impact and cost effectiveness study that will review state, county, and municipal road patrol and traffic accident prevention efforts. This study is required to be submitted by April 1 of each year. However, due to statutory limitations for program administration, the lack of pre-program baseline data, and the complexity of variables that influence traffic crashes, deaths, and injuries, the study has never been able to be completed. The University of Michigan Transportation Research Institute (UMTRI) has estimated that such a study would cost in excess of \$80,000 annually.

### **Synopsis of Public Act 416 of 1978**

The sheriff's office is the primary agency responsible for providing certain services (see below) on the county primary roads and local roads outside the boundaries of cities and villages. The sheriff's office also provides these services on any portion of any other highway or road within the boundaries of a state or county park. For complete law, see page 28.

### **Services to be Provided**






- 1) Patrolling and monitoring traffic violations.

- 2) Enforcing the criminal laws of this state, violations of which are observed by or brought to the attention of the sheriff's office while providing the patrolling and monitoring required by Public Act 416 of 1978.
- 3) Investigating accidents involving motor vehicles.
- 4) Providing emergency assistance to persons on or near a highway or road patrolled, as required by Public Act 416 of 1978.

The sheriff's office shall provide these services, with the exception of number 2, within a city or village if the legislative body of the local unit of government passes a resolution requesting the services.

### **How Funds Can be Spent**

Counties are required to enter into a contractual arrangement with the OHSP to receive funds. Funds can be spent to provide the services above, as follows:

-  Employing additional personnel.
-  Purchasing additional equipment.
-  Enforcing law in the state and county parks.
-  Providing selective motor vehicle inspection programs.
-  Providing traffic safety information and education programs, in addition to those provided before the effective date of Public Act 416 of 1978.

### **Allocation of Funds Under the Act**

A county's share of the amount annually appropriated for SRP and Traffic Accident Prevention shall be the same percentage that the county received, or was eligible to receive, of the total amount allocated to all counties pursuant to Section 12 of Act No. 51 of the Public Acts of 1951, as amended, being Section 247.662 of the Michigan Compiled Laws, less the amounts

distributed for snow removal and engineers, during the period of July 1, 1976, through June 30, 1977.

### **Maintenance of Effort**

SRP program funds are mandated to supplement road patrol efforts by counties, not to supplant or replace county funding.

An agreement entered into under this section shall be void if the county reduces its expenditures or level of road patrol below that which the county was expending or providing immediately before October 1, 1978, unless the county is required to reduce general services because of economic conditions and is not merely reducing law enforcement services. (51.77(1))

This provision is known as the Maintenance of Effort (MOE). Under MOE, counties are ineligible for SRP program funding if they reduce the level of county-funded road patrol (CFRP) deputies, unless they can prove economic hardship and are forced to reduce general services commensurate with the reduction in road patrol. Counties are required to report the number of deputies they have at the beginning of each funding year; these figures are compared with those reported for October 1, 1978. If the county has fewer county-supported deputies, it must either replace the personnel or prove economic hardship in order to receive SRP program funds. If reductions become necessary during the year, the county is required to report this to the OHSP. Then, the OSHP will determine if the reduction meets the requirements of Public Act 416 of 1978.

On September 24, 2019, the Michigan Legislature adopted House Concurrent Resolution No. 9 exempting all Michigan counties from the MOE requirement for FY 2020 due to economic hardship.

**SRP FY 2020 Allocation**

2020 Total State Allocation \$10,500,000

<b>County</b>	<b>Allocation Percentage</b>	<b>MOE Requirement</b>	<b>County Allocation</b>
<b>Alcona</b>	0.393	4.0	\$41,265
<b>Alger</b>	0.322	0.0	\$33,810
<b>Allegan</b>	1.216	18.0	\$127,680
<b>Alpena</b>	0.578	1.0	\$60,690
<b>Antrim</b>	0.465	7.0	\$48,825
<b>Arenac</b>	0.396	3.0	\$41,580
<b>Baraga</b>	0.310	0.0	\$32,550
<b>Barry</b>	0.692	11.0	\$72,660
<b>Bay</b>	1.499	23.0	\$157,395
<b>Benzie</b>	0.353	4.0	\$37,065
<b>Berrien</b>	2.075	24.0	\$217,875
<b>Branch</b>	0.747	13.0	\$78,435
<b>Calhoun</b>	1.762	17.0	\$185,010
<b>Cass</b>	0.766	14.0	\$80,430
<b>Charlevoix</b>	0.442	7.0	\$46,410
<b>Cheboygan</b>	0.563	2.0	\$59,115
<b>Chippewa</b>	0.706	6.0	\$74,130
<b>Clare</b>	0.531	4.0	\$55,755
<b>Clinton</b>	0.857	9.0	\$89,985
<b>Crawford</b>	0.369	3.0	\$38,745
<b>Delta</b>	0.696	5.0	\$73,080
<b>Dickinson</b>	0.491	3.0	\$51,555
<b>Eaton</b>	1.090	17.0	\$114,450
<b>Emmet</b>	0.514	10.0	\$53,970
<b>Genesee</b>	4.380	21.0	\$459,900
<b>Gladwin</b>	0.467	5.0	\$49,035
<b>Gogebic</b>	0.415	6.0	\$43,575
<b>Grand Traverse</b>	0.836	19.0	\$87,780
<b>Gratiot</b>	0.782	7.0	\$82,110
<b>Hillsdale</b>	0.758	9.0	\$79,590
<b>Houghton</b>	0.570	4.0	\$59,850
<b>Huron</b>	0.838	13.0	\$87,990
<b>Ingham</b>	2.310	12.0	\$242,550
<b>Ionia</b>	0.749	9.0	\$78,645
<b>Iosco</b>	0.626	10.5	\$65,730
<b>Iron</b>	0.389	1.0	\$40,845
<b>Isabella</b>	0.782	7.0	\$82,110
<b>Jackson</b>	1.926	24.0	\$202,230
<b>Kalamazoo</b>	2.010	27.0	\$211,050

<b>County</b>	<b>Allocation Percentage</b>	<b>MOE Requirement</b>	<b>County Allocation</b>
<b>Kalkaska</b>	0.435	4.0	\$45,675
<b>Kent</b>	4.123	77.0	\$432,915
<b>Keweenaw</b>	0.188	2.0	\$19,740
<b>Lake</b>	0.422	4.0	\$44,310
<b>Lapeer</b>	0.925	7.0	\$97,125
<b>Leelanau</b>	0.389	7.0	\$40,845
<b>Lenawee</b>	1.221	24.0	\$128,205
<b>Livingston</b>	1.032	15.0	\$108,360
<b>Luce</b>	0.279	0.0	\$29,295
<b>Mackinac</b>	0.366	5.0	\$38,430
<b>Macomb</b>	5.173	68.0	\$543,165
<b>Manistee</b>	0.569	5.0	\$59,745
<b>Marquette</b>	0.906	11.0	\$95,130
<b>Mason</b>	0.555	10.0	\$58,275
<b>Mecosta</b>	0.597	2.5	\$62,685
<b>Menominee</b>	0.650	2.0	\$68,250
<b>Midland</b>	0.833	19.0	\$87,465
<b>Missaukee</b>	0.415	1.0	\$43,575
<b>Monroe</b>	1.733	36.0	\$181,965
<b>Montcalm</b>	0.836	13.0	\$87,780
<b>Montmorency</b>	0.352	6.0	\$36,960
<b>Muskegon</b>	1.590	23.0	\$166,950
<b>Newaygo</b>	0.774	12.0	\$81,270
<b>Oakland</b>	8.459	48.0	\$888,195
<b>Oceana</b>	0.562	8.0	\$59,010
<b>Ogemaw</b>	0.461	4.0	\$48,405
<b>Ontonagon</b>	0.356	6.0	\$37,380
<b>Osceola</b>	0.486	0.0	\$51,030
<b>Oscoda</b>	0.360	4.0	\$37,800
<b>Otsego</b>	0.448	9.0	\$47,040
<b>Ottawa</b>	1.907	23.0	\$200,235
<b>Presque Isle</b>	0.427	5.0	\$44,835
<b>Roscommon</b>	0.455	11.0	\$47,775
<b>Saginaw</b>	2.472	25.0	\$259,560
<b>Sanilac</b>	0.899	10.0	\$94,395
<b>Schoolcraft</b>	0.301	0.0	\$31,605
<b>Shiawassee</b>	0.917	15.0	\$96,285
<b>St. Clair</b>	1.629	18.0	\$171,045
<b>St. Joseph</b>	0.801	10.0	\$84,105
<b>Tuscola</b>	0.967	11.0	\$101,535
<b>Van Buren</b>	0.901	0.0	\$94,605
<b>Washtenaw</b>	2.196	34.0	\$230,580
<b>Wayne</b>	14.407	60.0	\$1,512,735

County	Allocation Percentage	MOE Requirement	County Allocation
Wexford	0.555	9.0	\$58,275
<b>TOTALS</b>	100.00		\$10,500,000

### **Sheriff Reports**

SRP program data is derived from reports submitted by participating sheriffs' offices as part of their reporting requirements. This data is collected on a state fiscal-year basis, October 1 through September 30, of each year.

### **Coordination of Law Enforcement Agencies**

Law enforcement coordination methods range from formal written agreements identifying primary responsibility for specific functions and areas of service to informal verbal agreements. The informal agreements usually establish operational procedures for requesting back-up support. Many sheriffs' offices have mutual aid agreements identifying the interagency resources available in the event of a major policing problem within the county. Resources may be in the form of either additional personnel or technical expertise not normally provided by smaller agencies.

The law requires each sheriff, the director of the MSP, and the director of the OHSP to meet and develop a law enforcement plan for the unincorporated areas of each participating county. The law enforcement plans are updated at least every four years, after a sheriffs' election year, and more often if changes occur. The plans were last updated in 2017.





In 2020, 78 sheriffs indicated involvement in county and area law enforcement associations or councils for purposes of coordinating criminal justice intelligence data, traffic problems of mutual concern, and investigative deployment in conjunction with undercover operations.

Eighty-three sheriffs reported they provide or participate in a centralized communications system, which is another form of coordination between law enforcement agencies and other public safety and emergency service providers.

The Michigan Sheriffs' Association (MSA) represents the interests of all sheriffs' offices and coordinates issues of statewide concern, based on input from its members.

### **Law Enforcement Training**

The most important types of training attended by deputies during 2020 were:

-  Firearms/weapons
-  Legal updates
-  Alcohol/drugged driving enforcement
-  Self-defense/restraint

Training is provided through in-service programs within departments and by regional law enforcement training academies and consortiums. In 2020, 105,215 hours of instruction were provided to 3,206 deputies. Eighty-two sheriffs' offices provided in-service training sessions to certified road patrol officers.





### **Communications Systems**

Most sheriffs indicate basic levels of communication are available for emergency response. All county agencies have access to the Law Enforcement Information Network, generally known as LEIN.

## **Recommendations**






### **Improving Law Enforcement Coordination**

Cooperation between state, county, and municipal agencies is reducing duplication and ensuring the maximum use of available resources. Some of the recommendations provided by participating sheriffs include:

-  Add all police departments in the county to the sheriff's office records management system to share data on criminal incidents and reporting.
-  Mobile communication terminals for all police, fire, and emergency medical services to provide better customer service and officer safety.
-  Coordinate schedules between the MSP and the county to have the most possible coverage to the citizens of the county.
-  All law enforcement agencies within the county should meet regularly.

### **Improving Law Enforcement Training**





Participating sheriffs identified additional training is needed in the areas of:

-  Beyond the stop/interdiction
-  Report writing
-  Commercial motor vehicles
-  Domestic/juvenile/spouse abuse
-  De-escalation

### **Improving Law Enforcement Communication**





Most participating sheriffs indicated a need for continued development of communication systems. Deputies in 20 counties reported being unable to communicate with their radio dispatcher from their patrol vehicle, with 2-85 percent of the county area not reliably covered.

Deputies in 32 counties reported being unable to communicate when using portable radios, with 2-97 percent of the county not reliably covered. This results in a potentially hazardous environment for both law enforcement and the public. In some cases, the communication equipment purchased for the existing dispatch facilities and field units is outdated, in need of continual repair, or completely inoperable. Participating sheriffs requested the following improvements:

-  Additional mobile equipment
-  Additional portable equipment
-  Additional system-wide equipment
-  More towers to help coverage

### **Improving Services Provided**

Numerous agencies advise the following enhancements would improve services provided under Public Act 416 of 1978:

-  Continue funding which is needed to provide a consistently high level of service to citizens and the individuals who travel through the county.
-  Provide additional funding making possible the training of SRP deputies as Drug Recognition Experts (DRE).
-  An increase in funding.
-  Include misdemeanor and felony traffic offenses in the funding for SRP.

### **Background Information**

#### **Number of Counties**

This report includes MOE and crash data from all 83 Michigan counties. The activity data for FY 2020 also includes all 83 of Michigan's counties.

**Definitions of Variables Used in This Report**

Accident Investigation – Response to reported accidents, initial investigation, and evidence collection.

Accident (or crash) – Motor vehicle crash reported to the MSP by state, county, or municipal law enforcement. (With few exceptions, the OHSP prefers the term *crash* because it does not infer or assign responsibility for the act. The exception is incidents determined to be acts of intent. For example, if a fugitive intentionally crashes his or her car into a patrol car in an effort to elude police, the crash is deemed intentional and is not reported to the state as a traffic crash.)

Alcohol-Related Crashes – Traffic crashes where one or more of the drivers involved had been drinking.

Arrests – Criminal arrests, either felony or misdemeanor, including appearance tickets.

Citations – All violations of either state law or local ordinance, both moving and non-moving violations.

Crime – Felony and misdemeanor crimes reported to the MSP Uniform Crime Reporting System by state, county, and municipal agencies as substantiated crimes.

Criminal Complaint Responses – The response to any situation where a citizen reports a crime (felony or misdemeanor) was committed or is in progress.

Law Enforcement Assistance – Assisting a law enforcement officer of a different department (federal, state, or municipal) or of the same department. (This includes Michigan Department of Natural Resources officer, Liquor Control Commission personnel, etc.)

Motorist Assist – Assisting citizens who need help. (This is primarily where an automobile becomes inoperative and the citizen is stranded.)

### **Personnel and Activities**

Activity data is derived from semi-annual and annual program reports submitted to the OHSP by participating sheriffs' offices. For 2020, the activity was compiled according to the state fiscal year, October 1, 2019, through September 30, 2020.

### **Services Provided**

The main focus of the SRP program is traffic enforcement and crash investigation on secondary roads. In addition, SRP program deputies provide assistance to persons on secondary roads, enforced violations of the criminal laws that are observed during patrol, provide vehicle inspection programs, and provide traffic safety education programs.

### **Program Funding**

In FY 1992, the SRP program began a transition from 100 percent General Fund (GF) support to partial GF monies along with surcharges on traffic citations (Restricted Funds). Public Act 163 of 1991 mandated \$5 be assessed on most moving violations to be deposited into a Secondary Road Patrol and Training Fund. The funding is used for Secondary Road Patrol and Traffic Accident Prevention grants and training through the Michigan Commission on Law Enforcement Standards. In FY 2002, this surcharge was increased to \$10 while the GF portion was decreased. The GF appropriation was eliminated in 2003. However, the Legislature made modest supplemental appropriations within 2012, 2014, 2019, and 2020.

The OHSP distributes all available funds under Public Act 416 of 1978, while maintaining the fiscal integrity of the SRP program. Each July or August, the OHSP estimates the funding amount for the next FY, applies a distribution formula, and notifies each county of its projected allocation. The estimate is based on current and past revenue collections and projected changes in the economy or other factors and includes any projected carry-forward funds from the

current FY. One percent of the appropriation is allocated to the OHSP for administration of the SRP program.

A mid-year adjustment of the allocation to the counties in the current FY may be made if the revenue collection or the carry-forward funds significantly exceed or fall short of projections. Unused funds carry over into the next FY.

If a county does not qualify under Public Act 416 of 1978 and does not receive SRP program funding, the allocated funds will remain available through the FY in case the county comes into compliance. Unused monies from all counties are added to the next FY's total budget. Unused monies do not accumulate for a county beyond a FY.

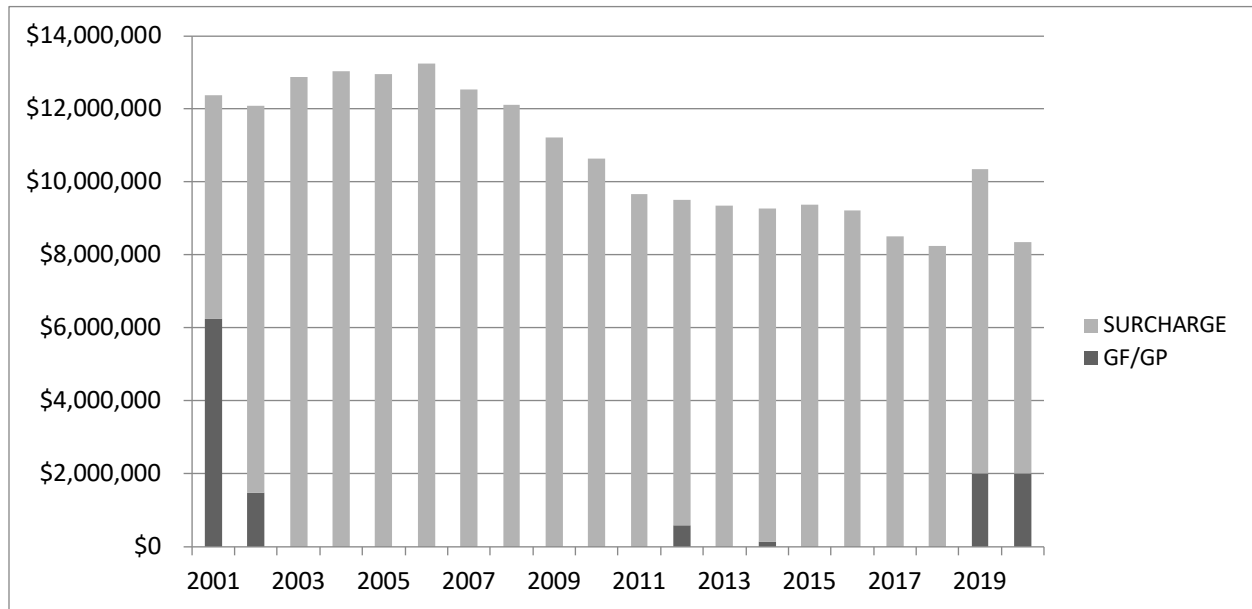
In FY 2020, an allocation of \$10.5 million was made available to all Michigan counties.

#### **SRP Appropriation History**

<b>Fiscal Year</b>	<b>General Fund Appropriation</b>	<b>Restricted Fund Appropriation</b>	<b>Total Appropriation</b>
<b>1979</b>	\$8,700,000		\$8,700,000
<b>1980</b>	\$8,700,000		\$8,700,000
<b>1981</b>	\$6,400,000		\$6,400,000
<b>1982</b>	\$6,500,000		\$6,500,000
<b>1983</b>	\$6,500,000		\$6,500,000
<b>1984</b>	\$6,500,000		\$6,500,000
<b>1985</b>	\$6,700,000		\$6,700,000
<b>1986</b>	\$7,100,000		\$7,100,000
<b>1987</b>	\$7,300,000		\$7,300,000
<b>1988</b>	\$7,480,000		\$7,480,000
<b>1989</b>	\$7,423,900		\$7,423,900
<b>1990</b>	\$7,239,500		\$7,239,500
<b>1991</b>	\$7,239,500		\$7,239,500
<b>1992</b>	\$3,041,500	\$3,744,500	\$6,786,000
<b>1993</b>	\$1,544,000	\$5,244,500	\$6,788,500
<b>1994</b>	\$1,544,600	\$5,244,500	\$6,789,100
<b>1995</b>	\$2,546,400	\$4,644,500	\$7,190,900
<b>1996</b>	\$3,048,200	\$5,944,100	\$8,992,300
<b>1997</b>	\$3,048,200	\$6,335,200	\$9,383,400
<b>1998</b>	\$3,137,800	\$5,701,300	\$8,839,100
<b>1999</b>	\$4,532,600	\$6,069,000	\$10,601,600
<b>2000</b>	\$5,785,400	\$6,152,300	\$11,937,700

<b>Fiscal Year</b>	<b>General Fund Appropriation</b>	<b>Restricted Fund Appropriation</b>	<b>Total Appropriation</b>
<b>2001</b>	\$6,327,100	\$6,152,300	\$12,479,400
<b>2002</b>	\$1,603,800	\$10,902,300	\$12,506,100
<b>2003</b>		\$12,506,600	\$12,506,600
<b>2004</b>		\$14,006,600	\$14,006,600
<b>2005</b>		\$14,012,100	\$14,012,100
<b>2006</b>		\$14,020,100	\$14,020,100
<b>2007</b>		\$14,019,500	\$14,019,500
<b>2008</b>		\$14,029,900	\$14,029,900
<b>2009</b>		\$14,030,100	\$14,030,100
<b>2010</b>		\$14,034,500	\$14,034,500
<b>2011</b>		\$14,037,000	\$14,037,000
<b>2012</b>	\$600,000	\$14,041,600	\$14,641,600
<b>2013</b>		\$14,060,200	\$14,060,200
<b>2014</b>	\$150,000	\$11,064,200	\$11,214,200
<b>2015</b>		\$11,066,100	\$11,066,100
<b>2016</b>		\$11,065,700	\$11,065,700
<b>2017</b>		\$11,068,000	\$11,068,000
<b>2018</b>		\$11,069,300	\$11,069,300
<b>2019</b>	\$2,000,000	\$11,072,200	\$13,072,200
<b>2020</b>	\$2,000,000	\$11,074,300	\$13,074,300

Note: Beginning in December of 2002, the \$5 surcharge on moving violations, which funds the restricted portion of the appropriation, was doubled to \$10. The GF appropriation was decreased for 2002 and was eliminated in 2003. Supplemental appropriations were approved in 2012, 2014, 2019, and 2020.

**SRP Revenue****Personnel**

Number of Road Patrol Deputies in FY 2020 .....2,422.4

SRP Funded .....115.0

County Funded .....2,307.4

The table below shows the number of SRP program deputies employed each FY compared with CFRP deputies.

Fiscal Year	Program Year	SRP Deputies	County-Funded Deputies
1979	1 <sup>st</sup>	287	1,123
1980	2 <sup>nd</sup>	291.3	N/A
1981	3 <sup>rd</sup>	215.4	N/A
1982	4 <sup>th</sup>	194.2	1,296
1983	5 <sup>th</sup>	188.7	1,301.1
1984	6 <sup>th</sup>	176.7	1,310.2
1985	7 <sup>th</sup>	174.7	1,294
1986	8 <sup>th</sup>	171.1	1,281.3
1987	9 <sup>th</sup>	170.1	1,301.9
1988	10 <sup>th</sup>	167	1,316.5
1989	11 <sup>th</sup>	173.7	1,304.5
1990	12 <sup>th</sup>	173.4	1,286.4

<b>Fiscal Year</b>	<b>Program Year</b>	<b>SRP Deputies</b>	<b>County-Funded Deputies</b>
<b>1991</b>	13 <sup>th</sup>	159.5	1,302.5
<b>1992</b>	14 <sup>th</sup>	155.5	1,363.2
<b>1993</b>	15 <sup>th</sup>	150.5	1,695
<b>1994</b>	16 <sup>th</sup>	150	1,686
<b>1995</b>	17 <sup>th</sup>	150.1	1,769.9
<b>1996</b>	18 <sup>th</sup>	162.5	1,836.1
<b>1997</b>	19 <sup>th</sup>	164.7	1,908.2
<b>1998</b>	20 <sup>th</sup>	167.6	2,036.3
<b>1999</b>	21 <sup>st</sup>	175	2,102.4
<b>2000</b>	22 <sup>nd</sup>	191	2,249.3
<b>2001</b>	23 <sup>rd</sup>	192	2,325.7
<b>2002</b>	24 <sup>th</sup>	192.7	2,367.5
<b>2003</b>	25 <sup>th</sup>	183	2,331.1
<b>2004</b>	26 <sup>th</sup>	181.8	2,358.8
<b>2005</b>	27 <sup>th</sup>	178.4	2,433.7
<b>2006</b>	28 <sup>th</sup>	175.5	2,433.5
<b>2007</b>	29 <sup>th</sup>	174.9	2,070
<b>2008</b>	30 <sup>th</sup>	170.5	2,227.3
<b>2009</b>	31 <sup>st</sup>	167.2	2,134
<b>2010</b>	32 <sup>nd</sup>	160.4	2,057.9
<b>2011</b>	33 <sup>rd</sup>	155	1,970.5
<b>2012</b>	34 <sup>th</sup>	144.8	2,112.9
<b>2013</b>	35 <sup>th</sup>	134.9	2,136.9
<b>2014</b>	36 <sup>th</sup>	133.6	2,149
<b>2015</b>	37 <sup>th</sup>	133.5	2,118.4
<b>2016</b>	38 <sup>th</sup>	125.6	2,184.2
<b>2017</b>	39 <sup>th</sup>	121.3	2,147.5
<b>2018</b>	40 <sup>th</sup>	119.1	2,327.6
<b>2019</b>	41 <sup>st</sup>	115.4	2,364.2
<b>2020</b>	42 <sup>nd</sup>	115	2,307.4

Beginning in 2006, county-funded road patrol includes deputies funded with county funds, local government contracts, grants, or any other non-SRP program funding sources.

### **Activity**

SRP program deputies may patrol, monitor for traffic law violations, and investigate accidents on county primary roads and county local roads. A deputy observing a criminal law violation while patrolling may make an arrest. Deputies may also take a criminal complaint in

their patrol area if it is observed or brought to the deputy's attention while patrolling secondary roads. In addition, deputies aid motorists, serve as community traffic safety instructors, and patrol in county parks.

The activity data in the charts starting on page 34 is based on program reports submitted by each participating sheriff's office for FY 2020. The level of traffic enforcement activity, a primary focus for the SRP program, continued to surpass that of the county-funded road patrol deputies.

### **Monitoring**

The OHSP's administrative responsibilities include monitoring the compliance of sheriffs' offices participating in the SRP program. Counties are selected each year for a monitoring review based on length of time since the previous monitoring review was conducted and the results of the previous monitoring review. In addition, a few counties are randomly chosen. The monitoring reviews are performed with the idea of working with the county to improve the SRP program, not to be punitive.

Compliance monitoring may take place through either random sampling or a monitoring review. These may be performed during an on-site visit to the sheriff's office or through an in-office desk review. An on-site visit to the county consists of an OHSP representative meeting with the county personnel who oversee the SRP program and financial functions. In many cases, the OHSP representative will also meet with the sheriff.

During monitoring, up to three primary areas may be examined: maintenance of effort, financial activities, and program compliance. To accomplish this, the OHSP representative may review the previous year's Officer Daily logs for all SRP deputies, reconcile expenditures

reported during the program year, review the county's accounting procedures, and review the duty roster or schedule for MOE compliance.

As a result of monitoring, some counties may be asked to make certain changes in the way they conduct or administer their SRP program. These requests involve program and financial changes, which the OHSP later verifies to ensure the adjustments were made by the county.

The results of monitoring show the intent of most participating sheriffs' offices is to operate an SRP program to fully satisfy the requirements of Public Act 416 of 1978. The majority of participating sheriffs' offices satisfy the SRP program requirements and SRP deputies are performing traffic-related duties on secondary roads the majority of the time.

In FY 2020, 83 counties' financial activities were monitored through in-office desk reviews, and 35 counties received in-office desk reviews of various areas.

### **Law Enforcement Training**

Training enables law enforcement officers to address traffic safety issues. It is important for law enforcement officers to stay current with techniques that enhance their effectiveness, as well as protect their safety. The information can increase the knowledge and skills of officers who use traffic enforcement as a means to reduce crime, traffic fatalities, and injuries.

### **Traffic Crashes**

At the time of this report, complete crash data was available through December 31, 2019.

Some exposure factor comparisons between 2019 and 2018 show motor vehicle registrations increased 8.6 percent, the number of licensed drivers on Michigan roads increased 0.4 percent, and vehicle mileage decreased 0.2 percent. The 2019 fatality rate of 0.96 deaths per 100 million miles of travel is an increase from the 2018 fatality rate of 0.95 and is higher than the

10-year average of 0.89 (2010-2019). There were 985 people killed and 74,963 people injured in 314,376 reported motor vehicle traffic crashes in Michigan during 2019.

The number of crashes varies greatly by county in Michigan due to the state's geography and demographics. Southeastern Michigan is densely populated, while the rest of the state is predominately rural, particularly in the Upper Peninsula.

Compared with the 2018 experience, the number of deaths increased 1.1 percent, people injured decreased 1.2 percent, and the total reported crashes increased 0.5 percent. There were 314,376 reported crashes, of which 902 were fatal, 54,539 were personal injury, and 258,935 were property damage only crashes.

### **SRP Program Expenditures**

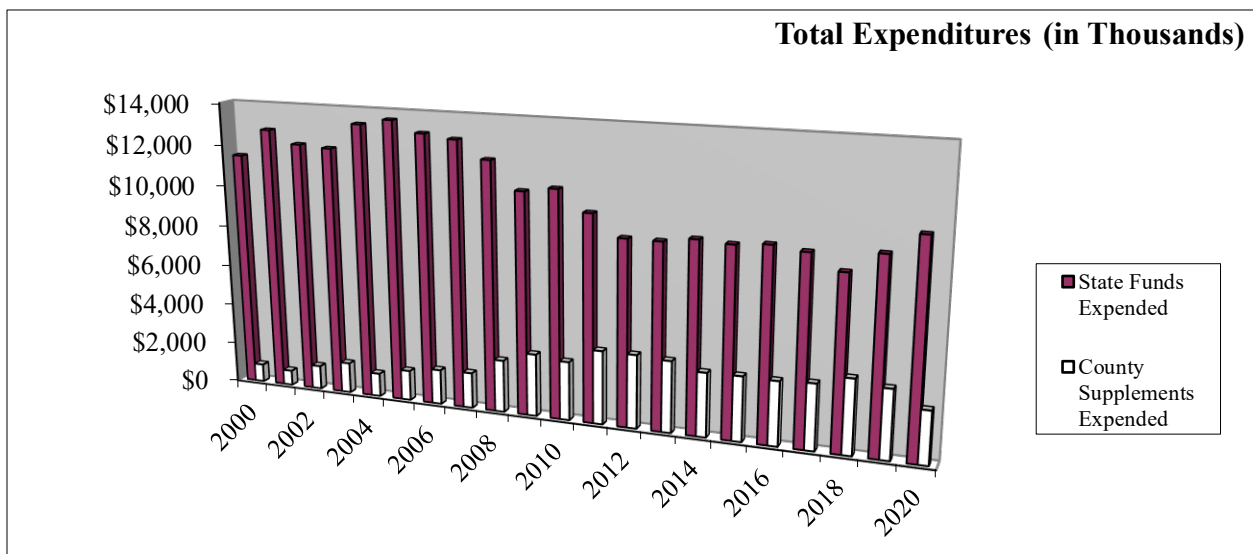
Counties develop budgets for the SRP program during August and provide the OHSP a best estimate of how SRP program funds will be utilized. Each county may develop a budget according to its own needs. Some counties include only salaries and wages, while others allocate funding for all SRP program expenses. In addition, some counties supplement the SRP program, while others choose to utilize only the available state funds.

In FY 2020, the total reported program expenditures, including SRP state program funds and reported contributions of county funds, was \$12,646,604.39. This supported the full-time equivalent of 115 SRP deputies and related expenses, including personnel costs, salaries, equipment, vehicle maintenance, uniform allowances, and travel, equating to a total cost per deputy of \$109,970.47.

The breakdown between budget categories can fluctuate greatly from year-to-year and should not be used for multi-year comparisons. For example, a county may use a large percentage of its allocation for SRP program personnel costs one year, while choosing to

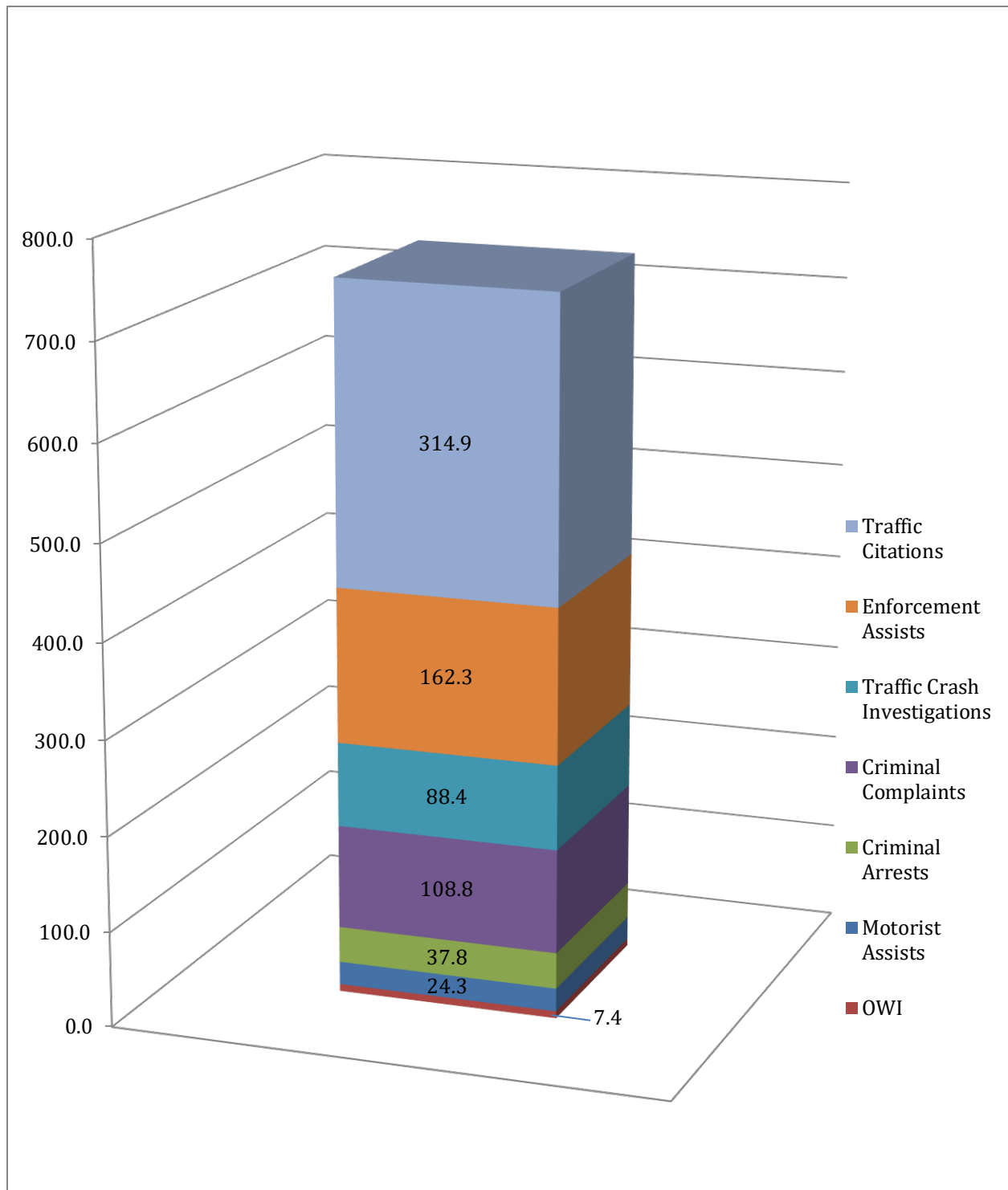
purchase more equipment, such as a new vehicle, speed-measuring devices, or accident-investigation equipment, the next year.

The amount of county supplemental funds, which is included in the total reported program expenditures, can also fluctuate widely from year-to-year. Some counties choose to report only personnel and a few related expenses while absorbing the rest of the cost of the SRP program into the overall county budget, without reporting it to the OHSP. As a result, the county supplement should only be used as a general indicator of the degree of additional financial support that is provided by the counties for the SRP program and should not be used for year-to-year comparisons.



### Synopsis of Activities

#### Average Activity Levels per SRP Program Deputy in FY 2020



**Cumulative SRP Program Figures for Participating Counties in FY 2020**

<b>Miles of Patrol</b>	2,421,922
<b>Traffic Stops</b>	59,224
<b>Verbal Warnings</b>	34,585
<b>Traffic Citations</b>	36,208
<b>Traffic Crash Investigations</b>	10,166
<b>Operating While Intoxicated (OWI) Arrests Involving Alcohol</b>	685
<b>OWI Arrests Involving Drugs</b>	161
<b>Criminal Reports</b>	12,507
<b>Criminal Arrests</b>	4,348
<b>Motorist Assists</b>	2,792
<b>Law Enforcement Assists to Their Own Agency</b>	10,607
<b>Law Enforcement Assists to Other Agencies</b>	8,052
<b>Calls for Assistance in County Parks</b>	150
<b>Citations in County Parks</b>	310
<b>Non-Traffic Arrests in County Parks</b>	31
<b>Community Safety Training Sessions</b>	272
<b>Citizens Instructed</b>	7,523

**Conclusion**

Section 51.77(9) of P.A. 416 requires the OHSP to conduct an “annual impact and cost effectiveness study of state, county, and municipal road patrol and accident prevention efforts” from the one percent annually appropriated to the SRP program for administrative, planning, and reporting purposes. This amount is insufficient to administer the SRP program for the counties, appropriately monitor use of the funding, and also conduct an impact and cost effectiveness study on an annual basis. Therefore, this annual report only documents activity performed by deputies funded under the SRP program for the past year and provides data from previous years for comparison purposes. High visibility enforcement efforts, like the SRP program, are a recognized best practice for having a positive impact on driver behavior and enhancing efforts to reduce traffic crashes, fatalities, and injuries.

**Public Act 416 of 1978**

Executive Order 1989-4 (October 1, 1989) transferred administration of the SRP program from the Department of Management and Budget, Office of Criminal Justice to the Department of State Police, Office of Highway Safety Planning. References to “Office of Criminal Justice” may, therefore, be replaced with “Office of Highway Safety Planning”.

**Sec. 51.76**

(1) As used in this section, “county primary roads”, “county local roads”, and “state trunk line highways” mean the same as those terms are defined in Act No. 51 of the Public Acts of 1951, as amended, being sections 247.651 to 247.673 of the Michigan Compiled Laws. However, state trunk line highways does not include freeways as defined in section 18a of Act No. 300 of the Public Acts of 1949, being section 257.18a of the Michigan Compiled Laws.

(2) Each sheriff’s department shall provide the following services within the county in which it is established and shall be the law enforcement agency primarily responsible for providing the following services on county primary roads and county local roads within that county, except for those portions of the county primary roads and county local roads within the boundaries of a city or village; and on those portions of any other highway or road within the boundaries of a county park within that county.

- (a) Patrolling and monitoring traffic violations.
- (b) Enforcing the criminal laws of this state, violations of which are observed by or brought to the attention of the sheriff’s departments while providing the patrolling and monitoring required by this subsection.
- (c) Investigating accidents involving motor vehicles.

(d) Providing emergency assistance to persons on or near a highway or road patrolled and monitored as required by this subsection.

(3) Upon request, by resolution, of the legislative body of a city or village, the sheriff's department of the county in which the city or village is located shall provide the services described in subsection (2)(a), (c), and (d) on those portions of county primary roads and county local roads and state trunk line highways within the boundaries of the city or village, which are designated by the city or village in the resolution. Upon request, by resolution, of the legislative body of a city or village, the sheriff's department of the county in which the city or village is located shall provide a vehicle inspection program on those portions of the county primary roads and county local roads within the boundaries of the city or village, which are designated by the legislative body of the city or village in the resolution. A resolution adopted by a city or village under this subsection shall not take effect unless the resolution is approved by the county board of commissioners of the county in which the city or village is located. A resolution of the city or village which is neither approved or disapproved by the county board of commissioners shall be considered approved by the county board of commissioners. A resolution adopted by a city or village to request services under this subsection shall be void if the city or village reduces the number of sworn law enforcement officers employed by the city or village at any time within the 36 months immediately preceding the adoption of the resolution. A concurrent resolution adopted by a majority vote of the Senate and the House of Representatives which states that the city or village is required to reduce general services because of economic conditions and is not reducing law enforcement services shall be presumptive that the city or village has not violated the strictures of this subsection.

(4) This section shall not be construed to decrease the statutory or common law powers and duties of the law enforcement agencies of this state or of a county, city, village, or township of this state.

**Sec. 51.77**

(1) Before a county may obtain its grant from the amount annually appropriated for secondary road patrol and traffic accident prevention to implement section 76, the county shall enter into an agreement for the secondary road patrol and traffic accident prevention services with the office of criminal justice. A county applying for a grant for secondary road patrol and traffic accident prevention shall provide information relative to the services to be provided under section 76 by the sheriff's department of the county, which information shall be submitted on forms provided by the office of criminal justice. By April 1 of each year following a year for which the county received an allocation, a county which receives a grant for secondary road patrol and traffic accident prevention shall submit a report to the office of criminal justice on a form provided by the office of criminal justice. The report shall contain the information described in subsection (6). An agreement entered into under this section shall be void if the county reduces its expenditures or level of road patrol below that which the county was expending or providing immediately before October 1, 1978, unless the county is required to reduce general services because of economic conditions and is not merely reducing law enforcement services.

(2) A grant received by a county for secondary road patrol and traffic accident prevention shall be expended only for the purposes described in section 76 pursuant to the recommendations of the sheriff of that county, and which are approved by the county board of commissioners. The recommendations shall be relative to the following matters:

- (a) Employing additional personnel to provide the services described in section 76(2) and (3).
  - (b) Purchasing additional equipment for providing the services described in section 76(2) and (3) and operating and maintaining that equipment.
  - (c) Enforcing laws in state parks and county parks within the county.
  - (d) Providing selective motor vehicle inspection programs.
  - (e) Providing traffic safety information and education programs in addition to those programs provided before September 28, 1978.
- (3) The sheriff's department of a county is required to provide the expanded services described in section 76 only to the extent that state funds are provided.
- (4) For the fiscal years beginning October 1, 1980, and October 1, 1981, a county's share of the amount annually appropriated for secondary road patrol and traffic accident prevention shall be the same percentage that the county received, or was eligible to receive, of the total amount allocated to all counties pursuant to section 12 of Act No. 51 of the Public Acts of 1951, as amended, being section 247.662 of the Michigan Compiled Laws, less the amounts distributed for snow removal and engineers, during the period of July 1, 1976, through June 30, 1977.
- County primary roads and county local roads within the boundaries of a city or village shall not be used in determining the percentage under this section unless the sheriff's department of the county is providing the services described in section 76(2) and (3) within the city or village pursuant to an agreement between the county and the city or village adopted after October 1, 1978. The agreement shall not be reimbursable under the formula described in this subsection unless the city or village is required to reduce general services because of economic conditions and is not merely reducing law enforcement services.

(5) From the amount annually appropriated for secondary road patrol and traffic accident prevention, the office of criminal justice may be allocated up to 1% for administrative, planning, and reporting purposes.

(6) The annual report required under subsection (1) shall include the following:

- (a) A description of the services provided by the sheriff's department of the county under section 76, other than the services provided in a county park.
- (b) A description of the services provided by the sheriff's department of the county under section 76 in county parks in the county.
- (c) A copy of each resolution by a city or village of the county which represents the sheriff's department of the county to provide the services described in section 76.
- (d) A copy of each contract between a county and a township of the county in which township the sheriff's department is providing a law enforcement service.
- (e) The recommendations of the sheriff's department of the county on methods of improving the services provided under section 76; improving the training programs of law enforcement officers; and improving the communications system of the sheriff's department.
- (f) The total number of sworn officers in the sheriff's department.
- (g) The number of sworn officers in the sheriff's department assigned to road safety programs.
- (h) The accident and fatality data for incorporated and unincorporated areas of the county during the receding calendar year.
- (i) The crime statistics for the incorporated and unincorporated areas of the county during the preceding calendar year.
- (j) The law enforcement plan developed under subsection (7).

- (k) A description of the role alcohol played in the incidence of personal injury traffic accidents and traffic fatalities in the county.
  - (l) Other information required by the department of management and budget.
- (7) The sheriff of each county, the director of the department of state police, and the director of the office of criminal justice or their authorized representatives shall meet and develop a law enforcement plan for the unincorporated areas of the county. The law enforcement plan shall be reviewed and updated periodically.
- (8) Before May 1 of each year, the office of criminal justice shall submit a report to the legislature. The report shall contain the following:
- (a) A copy of each initial report filed before April 1 of that year and a copy of each annual report filed before April 1 of that year under subsection (6).
  - (b) The recommendations of the office of criminal justice on methods of improving the coordination of the law enforcement agencies of this state and the counties, cities, village, and townships of this state; improving the training programs for law enforcement officers; and improving the communications systems of those agencies.
  - (c) A description of the role alcohol played in the incidences of personal injury traffic accidents and traffic fatalities in this state.
- (9) From the 1% allocated to the office of criminal justice for administration, planning, and reporting, the office of criminal justice shall conduct an impact and cost effectiveness study which will review state, county, and local road patrol and traffic accident prevention efforts. This study shall be conducted in cooperation with the Michigan sheriffs' association, the Michigan association of chiefs of police, and the department of state police. Annual reports on

results of the study shall be submitted to the senate and house appropriations committees by April 1 of each year.

### Tables, Charts, and Graphs

#### Statewide Program Budget per Expense Category

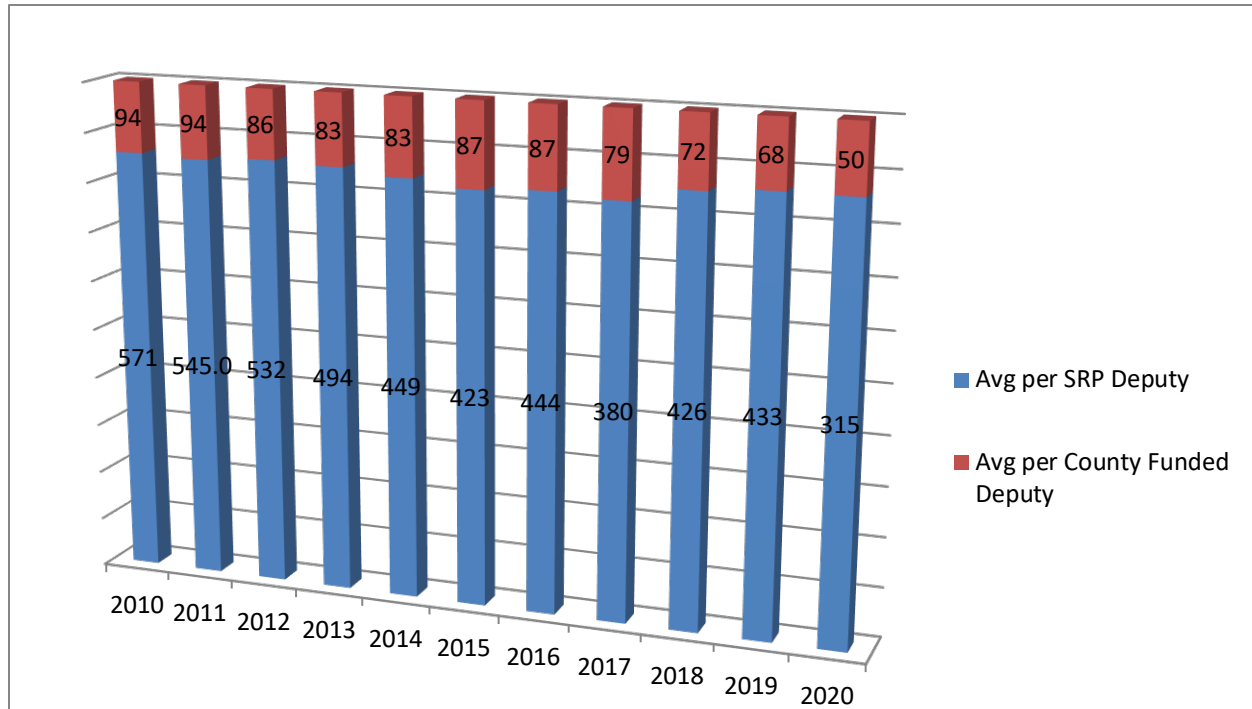
Expense Category	Budget	% of Total Budget
Personnel	10,606,499	84%
Automotive	757,433	6%
Equipment	926,638	7%
Operating Expense	145,720	1%
Indirect Costs	210,314	2%
Total	12,646,604	100%

#### History of SRP Program Funds Available and Expended

Fiscal Year	State Funds Available to Counties	State Funds Expended by Counties	County Contributions Expended
1979	8,700,000	7,363,066	8,000
1980	8,400,000	7,821,779	118,200
1981	6,293,700	5,771,668	107,900
1982	6,275,000	6,236,537	108,600
1983	6,200,000	5,948,375	222,700
1984	6,500,000	6,302,485	280,900
1985	6,700,000	6,476,408	241,000
1986	7,100,000	6,847,170	209,200
1987	7,300,000	6,948,671	256,000
1988	7,424,000	7,087,056	301,400
1989	7,423,900	7,070,364	661,500
1990	7,239,500	6,757,680	604,900
1991	6,507,800	6,058,307	857,400
1992	5,664,999	5,519,269	1,320,600
1993	6,204,340	6,173,778	1,237,700
1994	6,000,000	5,815,355	1,591,100
1995	7,200,000	6,984,916	1,284,500
1996	8,900,000	8,583,919	716,200
1997	9,400,000	9,101,059	887,100
1998	9,000,000	8,649,438	1,237,900
1999	11,500,000	10,739,979	818,500
2000	12,000,000	11,435,192	861,800
2001	13,500,000	12,766,294	721,500

<b>Fiscal Year</b>	<b>State Funds Available to Counties</b>	<b>State Funds Expended by Counties</b>	<b>County Contributions Expended</b>
<b>2002</b>	12,385,600	12,156,256	1,147,000
<b>2003</b>	12,385,600	12,063,463	1,478,000
<b>2004</b>	13,866,731	13,298,815	1,130,000
<b>2005</b>	13,872,000	13,586,872	1,458,000
<b>2006</b>	13,300,000	13,051,369	1,684,000
<b>2007</b>	13,800,000	13,031,927	1,721,000
<b>2008</b>	12,300,000	12,022,656	2,517,000
<b>2009</b>	11,236,000	10,690,221	3,009,000
<b>2010</b>	11,300,000	10,916,730	2,826,825
<b>2011</b>	10,000,000	9,925,373	3,538,500
<b>2012</b>	9,000,000	8,895,950	3,532,000
<b>2013</b>	9,000,000	8,897,319	3,430,066
<b>2014</b>	9,300,000	9,124,889	3,066,044
<b>2015</b>	9,300,000	9,027,012	3,090,226
<b>2016</b>	9,300,000	9,155,373	3,060,237
<b>2017</b>	9,300,000	8,969,228	3,142,932
<b>2018</b>	8,300,000	8,228,701	3,562,938
<b>2019</b>	9,500,000	9,171,342	3,293,798
<b>2020</b>	10,500,00	10,128,279	2,518,325



**Average (Avg) Traffic Citations Per Deputy****Activity Averages per SRP Deputy**

Year	Traffic Crash Investigations	OWI Arrests	Motorist Assists	Criminal Arrests	Criminal Reports	Law Enforcement Assists
2010	89.4	9.9	36.0	38.3	88.0	135.8
2011	80.7	9.5	35.9	44.5	94.7	129.9
2012	86.4	10.2	29.4	41.4	105.2	129.2
2013	99	9.3	28.7	52.3	113.3	133.0
2014	96	8.9	34.6	43.2	102.5	120.3
2015	95	8.8	34.6	44.3	108.2	141.8
2016	92	9.8	29.6	49.8	105.7	152.4
2017	94	10.8	32.4	52.0	108.4	157.8
2018	105.9	9.9	33.7	47.6	107.4	158.1
2019	114.2	11.1	32.0	45.1	107.9	168.1
2020	88.4	7.4	24.3	37.8	108.8	162.3

**2018 – 2019 Michigan Traffic Crash Facts****Statewide Summary: One-Year Trends**

	2018	2019	Percent of Change
<b>Number of Crashes</b>			
Fatal Crashes	905	902	-0.3
Personal Injury Crashes	55,340	54,539	-1.4
Property Damage Crashes	256,553	258,935	0.9
Total	312,798	314,376	0.5
<b>Alcohol-Involved Crashes</b>			
Fatal Crashes	287	266	-7.3
Personal Injury Crashes	3,901	3,911	0.3
Property Damage Crashes	5,598	5,610	0.2
Total	9,786	9,787	0.0
<b>Fatal Crashes</b>			
Had Been Drinking	287	266	-7.3
Had Not Been Drinking/Not Known if Drinking	618	636	2.9
<b>Persons in Crashes</b>			
Killed	974	985	1.1
Injured	75,838	74,963	-1.2
Not Injured	503,707	508,740	1.0
Unknown Injury	49,654	49,934	0.6
Total	630,173	634,622	0.7
<b>Persons in Alcohol-Involved Crashes</b>			
Killed	315	295	-6.3
Injured	5,392	5,364	-0.5
Not Injured	11,435	11,393	-0.4
Unknown Injury	1,271	1,389	9.3
Total	18,413	18,441	0.2
<b>Persons Injured by Gender</b>			
Male	35,008	34,828	-0.5
Female	40,786	40,110	-1.7
Unknown Gender	44	25	-43.2
Total	75,838	74,963	-1.2
<b>Persons Injured by Severity</b>			
A Injury	5,586	5,629	0.8
B Injury	19,773	19,598	-0.9
C Injury	50,479	49,736	-1.5
Total	75,838	74,963	-1.2
<b>Persons Killed by Gender</b>			
Male	658	687	4.4
Female	316	298	-5.7
Total	974	985	1.1

(publications.michigantrafficcrashfacts.org/2019/MTCFVol1.pdf)

**2020 SRP Summary from Semi-Annual Reports**

<b>County</b>	<b>Average Sworn Officers</b>	<b>Average County Funded Certified Road Patrol Officers</b>	<b>Average SRP Officers</b>	<b>Total Miles by SRP Officers</b>	<b>Total Miles by County Funded Officers</b>	<b>Total Stops by SRP Funded Officers</b>	<b>Total Stops by County Funded Officers</b>
<b>Alcona</b>	11	10	1	27,985	226,343	258	678
<b>Alger</b>	7	0	.41	5,550	0	156	0
<b>Allegan</b>	55	36	3	103,990	753,923	4,241	9,213
<b>Alpena</b>	13	10	1	21,110	125,428	229	1,035
<b>Antrim</b>	22	16	.5	11,329	237,653	211	942
<b>Arenac</b>	14.25	8.25	1	21,449	112,102	662	2,283
<b>Baraga</b>	6	4.5	.5	12,224	25,636	146	215
<b>Barry</b>	31	14	1	26,448	286,899	710	1,155
<b>Bay</b>	42.75	39.75	3	54,166	420,947	1,602	7,444
<b>Benzie</b>	16	10	1	21,988	167,076	224	853
<b>Berrien</b>	136.5	64.5	2	42,954	616,556	2,070	5,469
<b>Branch</b>	13.25	8.75	1	27,764	229,080	1,071	781
<b>Calhoun</b>	81	38.5	2	26,459	134,614	923	5,075
<b>Cass</b>	21	18	1	19,924	298,539	309	1,374
<b>Charlevoix</b>	24	17	1	19,422	233,994	139	884
<b>Cheboygan</b>	38.25	12	.9	20,085	201,587	234	1,428
<b>Chippewa</b>	22	6	2	70,973	228,702	709	869
<b>Clare</b>	23.75	14.75	1.25	4,468	289,411	129	1,918
<b>Clinton</b>	26	16	1	37,655	245,824	1,191	4,502
<b>Crawford</b>	21	13	1	17,821	158,404	598	1,799
<b>Delta</b>	16.25	10	1	57,293	113,278	1,317	977
<b>Dickinson</b>	14	7.65	1.6	27,558	85,128	577	797
<b>Eaton</b>	63	34.25	2	37,680	N/A	446	1,275
<b>Emmet</b>	25.5	18	1	19,794	234,571	495	2,551
<b>Genesee</b>	268.25	118	2.875	44,220	280,741	1,430	4,121

<b>County</b>	<b>Average Sworn Officers</b>	<b>Average County Funded Certified Road Patrol Officers</b>	<b>Average SRP Officers</b>	<b>Total Miles by SRP Officers</b>	<b>Total Miles by County Funded Officers</b>	<b>Total Stops by SRP Funded Officers</b>	<b>Total Stops by County Funded Officers</b>
<b>Gladwin</b>	14.75	8.5	1	19,167	145,441	147	1,054
<b>Gogebic</b>	24	15.5	.5	14,997	159,278	195	779
<b>Grand Traverse</b>	67	52	1	17,928	851,409	1,199	6,985
<b>Gratiot</b>	24.5	19.5	2	49,678	341,152	765	5,315
<b>Hillsdale</b>	32	21	1	21,691	162,300	796	2,294
<b>Houghton</b>	16	14	2	28,858	120,064	405	524
<b>Huron</b>	30	13	1.02	12,803	316,815	146	1,530
<b>Ingham</b>	90	38	3	83,474	469,962	1,144	4,378
<b>Ionia</b>	29	16.23	.77	10,577	222,746	176	2,309
<b>Iosco</b>	5	2	0	3,130	27,467	53	117
<b>Iron</b>	10	7	1	18,538	58,015	231	149
<b>Isabella</b>	15	14	1	26,808	256,838	162	1,536
<b>Jackson</b>	50.5	46.5	1	43,061	634,294	1,901	7,482
<b>Kalamazoo</b>	162	40	2	44,499	717,343	1,038	6,806
<b>Kalkaska</b>	18	9	1	18,526	206,346	574	246
<b>Kent</b>	499	154.5	3	50,576	1,499,582	669	12,871
<b>Keweenaw</b>	6.25	5	.5	20,790	89,626	73	122
<b>Lake</b>	19.5	11.25	.5	9,661	237,015	84	1,880
<b>Lapeer</b>	81	44	1	29,063	560,577	572	10,185
<b>Leelanau</b>	20	13	1	30,392	298,977	337	1,964
<b>Lenawee</b>	41	35	1	24,198	546,162	887	4,856
<b>Livingston</b>	58	33	1	19,609	604,359	591	4,683
<b>Luce</b>	4.5	3	.4	7,082	52,077	121	877
<b>Mackinac</b>	14.5	7.5	.5	16,319	228,311	267	1,081
<b>Macomb</b>	274	183	4	37,226	678,000	2,19	18,371
<b>Manistee</b>	15	11	1	35,546	183,958	1,066	1,830

<b>County</b>	<b>Average Sworn Officers</b>	<b>Average County Funded Certified Road Patrol Officers</b>	<b>Average SRP Officers</b>	<b>Total Miles by SRP Officers</b>	<b>Total Miles by County Funded Officers</b>	<b>Total Stops by SRP Funded Officers</b>	<b>Total Stops by County Funded Officers</b>
<b>Marquette</b>	23.75	11	2	37,012	167,591	652	1,025
<b>Mason</b>	22.5	22.5	1	28,115	262,748	351	2,259
<b>Mecosta</b>	23	19.5	1	14,485	300,396	389	949
<b>Menominee</b>	15	10	1	28,133	251,788	96	446
<b>Midland</b>	40	25	1.5	38,549	335,397	742	4,437
<b>Missaukee</b>	12	8	.33	24,559	200,030	360	1,570
<b>Monroe</b>	76.75	46.75	2	21,980	0	261	686
<b>Montcalm</b>	18	13	1	24,755	247,338	636	1,793
<b>Montmorency</b>	12.25	12.25	.39	13,719	153,415	36	332
<b>Muskegon</b>	112.5	46	2	47,928	662,391	296	1,733
<b>Newaygo</b>	23	16	1	34,202	939,062	212	2,466
<b>Oakland</b>	814	347.25	5.5	109,912	N/A	3,922	N/A
<b>Oceana</b>	20	10	1	21,325	260,705	198	2,031
<b>Ogemaw</b>	17	9	1	14,645	113,247	296	4,641
<b>Ontonagon</b>	6	6	.5	19,640	135,291	8	385
<b>Osceola</b>	20	15	1	27,945	254,176	79	1,228
<b>Oscoda</b>	14	10	1	16,999	147,512	60	716
<b>Otsego</b>	10	9	1	9,631	145,317	51	1,865
<b>Ottawa</b>	143	63	2	34,309	783,442	1,673	7,816
<b>Presque Isle</b>	12	9	1	20,319	193,592	147	1,014
<b>Roscommon</b>	25.5	17	1	28,869	328,181	567	3,337
<b>Saginaw</b>	58	34	2	30,415	765,875	630	3,334
<b>St. Clair</b>	81.5	53.75	1	14,856	N/A	515	N/A
<b>St. Joseph</b>	29	20	2	31,147	179,150	755	1,889
<b>Sanilac</b>	26.75	16.5	.93	24,265	369,492	984	3,622
<b>Schoolcraft</b>	14.25	2	2	1,759	970	74	18
<b>Shiawassee</b>	25	15	1	22,035	126,013	2,350	1,206

<b>County</b>	<b>Average Sworn Officers</b>	<b>Average County Funded Certified Road Patrol Officers</b>	<b>Average SRP Officers</b>	<b>Total Miles by SRP Officers</b>	<b>Total Miles by County Funded Officers</b>	<b>Total Stops by SRP Funded Officers</b>	<b>Total Stops by County Funded Officers</b>
<b>Tuscola</b>	45.5	16.5	1	22,701	233,619	376	1,868
<b>Van Buren</b>	71	24.75	2	46,794	486,058	819	4,173
<b>Washtenaw</b>	145	10	1.3	24,448	59,085	617	422
<b>Wayne</b>	684	11	6.3	100,470	23,285	5,172	1,073
<b>Wexford</b>	24.25	17.25	1	11,496	N/A	205	N/A
<b>Totals</b>	5,296.8	2,307.4	115	2,421,922	23,499,715	59,224	216,196

<b>County</b>	<b>Total Verbal by SRP Officers</b>	<b>Total Verbal by County Officers</b>	<b>Total Citations by SRP Officers</b>	<b>Total Citations by County Officers</b>	<b>Total Citations in County Parks</b>	<b>Non-Traffic Arrests in County Parks</b>	<b>Calls for Assistance in County Parks</b>
<b>Alcona</b>	123	600	94	267	0	0	0
<b>Alger</b>	58	0	100	0	0	0	0
<b>Allegan</b>	1,550	7,668	3,305	3,262	0	0	0
<b>Alpena</b>	181	946	57	290	0	0	1
<b>Antrim</b>	172	788	97	196	0	1	2
<b>Arenac</b>	438	1,455	269	1,257	0	0	0
<b>Baraga</b>	102	221	65	74	0	0	0
<b>Barry</b>	559	1,145	474	246	0	0	0
<b>Bay</b>	504	5,565	1,098	2,825	0	0	0
<b>Benzie</b>	171	648	53	205	0	0	0
<b>Berrien</b>	1,393	3,988	515	2,249	0	0	0
<b>Branch</b>	572	13	1,650	308	0	0	0
<b>Calhoun</b>	250	140	736	2,008	0	0	0
<b>Cass</b>	122	887	172	375	0	1	1
<b>Charlevoix</b>	136	601	7	283	0	0	0
<b>Cheboygan</b>	65	724	148	473	0	0	0
<b>Chippewa</b>	3,885	660	191	358	0	0	0
<b>Clare</b>	86	1,312	47	606	0	0	0
<b>Clinton</b>	509	1,573	479	2,220	0	0	6
<b>Crawford</b>	331	1,200	292	859	0	5	0
<b>Delta</b>	706	815	185	150	0	0	0
<b>Dickinson</b>	453	694	158	196	0	0	0
<b>Eaton</b>	423	1,051	104	124	1	0	1
<b>Emmet</b>	618	2,155	49	447	0	0	0
<b>Genesee</b>	1,32	3,136	380	761	1	1	2
<b>Gladwin</b>	127	687	62	545	0	0	0
<b>Gogebic</b>	128	367	77	357	0	0	0
<b>Grand Traverse</b>	274	5,561	950	1,267	0	0	0

<b>County</b>	<b>Total Verbal by SRP Officers</b>	<b>Total Verbal by County Officers</b>	<b>Total Citations by SRP Officers</b>	<b>Total Citations by County Officers</b>	<b>Total Citations in County Parks</b>	<b>Non-Traffic Arrests in County Parks</b>	<b>Calls for Assistance in County Parks</b>
<b>Gratiot</b>	288	4,565	629	2,078	0	0	0
<b>Hillsdale</b>	673	1,880	152	189	0	0	1
<b>Houghton</b>	313	393	92	131	0	0	0
<b>Huron</b>	123	1,458	40	247	0	0	0
<b>Ingham</b>	720	3,282	492	1,506	27	5	0
<b>Ionia</b>	143	1,914	52	523	0	0	0
<b>Iosco</b>	23	43	24	57	0	0	0
<b>Iron</b>	199	132	32	17	0	0	0
<b>Isabella</b>	51	1,046	124	371	0	0	0
<b>Jackson</b>	729	5,089	1,216	2,393	0	0	0
<b>Kalamazoo</b>	461	6,332	698	2,825	0	0	0
<b>Kalkaska</b>	578	68	88	348	0	0	0
<b>Kent</b>	213	3,180	520	7,599	0	0	0
<b>Keweenaw</b>	61	108	12	14	1	0	0
<b>Lake</b>	51	853	46	880	0	0	0
<b>Lapeer</b>	869	4,418	166	641	0	0	0
<b>Leelanau</b>	254	1,606	86	468	0	0	1
<b>Lenawee</b>	203	4,188	841	2,673	0	0	0
<b>Livingston</b>	107	2,121	511	2,562	0	0	0
<b>Luce</b>	100	706	30	265	0	0	0
<b>Mackinac</b>	88	570	185	497	0	0	0
<b>Macomb</b>	434	933	2,152	13,573	0	0	1
<b>Manistee</b>	894	1,523	197	283	0	0	0
<b>Marquette</b>	483	749	279	474	0	0	0
<b>Mason</b>	2889	2,665	63	463	0	0	0
<b>Mecosta</b>	355	640	195	352	0	0	0
<b>Menominee</b>	97	322	4	95	0	0	0
<b>Midland</b>	403	2,259	339	2,178	0	0	0
<b>Missaukee</b>	306	1,555	54	277	0	0	0

<b>County</b>	<b>Total Verbal by SRP Officers</b>	<b>Total Verbal by County Officers</b>	<b>Total Citations by SRP Officers</b>	<b>Total Citations by County Officers</b>	<b>Total Citations in County Parks</b>	<b>Non-Traffic Arrests in County Parks</b>	<b>Calls for Assistance in County Parks</b>
<b>Monroe</b>	49	0	247	483	0	0	0
<b>Montcalm</b>	420	1,357	246	421	0	0	0
<b>Montmorency</b>	28	285	8	73	0	0	0
<b>Muskegon</b>	175	978	163	1,078	0	0	1
<b>Newaygo</b>	177	2,046	28	420	0	0	0
<b>Oakland</b>	886	10,250	5,433	28,488	N/A	N/A	N/A
<b>Oceana</b>	176	1,546	35	358	0	0	0
<b>Ogemaw</b>	88	322	236	4,491	0	0	0
<b>Ontonagon</b>	7	354	5	27	0	0	0
<b>Osceola</b>	67	762	9	400	0	0	0
<b>Oscoda</b>	40	549	15	118	0	0	0
<b>Otsego</b>	62	1,552	16	688	0	0	0
<b>Ottawa</b>	381	4,232	1,611	3,471	0	0	0
<b>Presque Isle</b>	113	859	34	186	0	0	0
<b>Roscommon</b>	586	3,562	180	666	0	0	0
<b>Saginaw</b>	501	2,472	185	1,119	0	0	0
<b>St. Clair</b>	301	N/A	318	N/A	0	0	0
<b>St. Joseph</b>	224	970	671	1,422	0	0	0
<b>Sanilac</b>	819	3,297	187	440	0	0	0
<b>Schoolcraft</b>	58	10	17	6	0	0	0
<b>Shiawassee</b>	1,285	526	1,065	680	0	0	0
<b>Tuscola</b>	256	1,111	244	1,238	0	0	21
<b>Van Buren</b>	441	4,271	608	1,650	0	0	0
<b>Washtenaw</b>	55	294	584	155	0	0	0
<b>Wayne</b>	2,780	613	2,807	514	280	18	112
<b>Wexford</b>	134	0	123	0	0	0	0
<b>Totals</b>	34,585	141,506	36,208	114,780	310	31	150

<b>County</b>	<b>Crashes on Trunk Lines</b>	<b>Crashes on Secondary Roads</b>	<b>Crashes in Villages or Cities</b>	<b>Fatal Crashes on Trunk Lines</b>	<b>Fatal Crashes on Secondary Roads</b>	<b>Fatal Crashes in Villages or Cities</b>	<b>OWI Arrests Involving Alcohol</b>	<b>OWI Arrests Involving Drugs</b>	<b>Total Open Container Arrests</b>
<b>Alcona</b>	12	55	0	0	1	0	5	0	0
<b>Alger</b>	37	30	0	1	0	0	0	0	0
<b>Allegan</b>	91	162	4	2	2	0	48	4	10
<b>Alpena</b>	17	13	3	0	0	0	3	0	0
<b>Antrim</b>	20	50	0	0	4	0	7	0	1
<b>Arenac</b>	18	48	13	0	0	1	1	3	0
<b>Baraga</b>	19	13	1	0	0	0	4	0	0
<b>Barry</b>	52	77	0	1	1	0	34	0	7
<b>Bay</b>	63	166	10	0	1	0	7	1	0
<b>Benzie</b>	6	31	2	2	0	0	17	1	4
<b>Berrien</b>	216	552	15	4	2	1	9	4	38
<b>Branch</b>	1	72	0	0	0	0	1	0	0
<b>Calhoun</b>	18	196	6	4	3	3	4	2	0
<b>Cass</b>	38	107	1	0	1	0	3	0	1
<b>Charlevoix</b>	38	49	0	0	0	0	10	0	1
<b>Cheboygan</b>	26	18	0	.9	0	0	1	0	0
<b>Chippewa</b>	24	37	1	0	0	0	11	8	5
<b>Clare</b>	2	8	0	0	0	0	1	0	0
<b>Clinton</b>	47	141	11	2	1	0	34	4	10
<b>Crawford</b>	33	41	3	0	0	0	10	2	6
<b>Delta</b>	40	31	0	0	0	0	13	7	1
<b>Dickinson</b>	29	22	6	0	0	0	10	5	2
<b>Eaton</b>	68	178	3	0	1	0	8	2	1
<b>Emmet</b>	36	55	11	0	0	0	14	3	0
<b>Genesee</b>	14	45	7	2	0	0	11	5	6
<b>Gladwin</b>	31	55	0	0	0	0	4	0	0
<b>Gogebic</b>	6	4	2	0	0	0	10	2	0

<b>County</b>	<b>Crashes on Trunk Lines</b>	<b>Crashes on Secondary Roads</b>	<b>Crashes in Villages or Cities</b>	<b>Fatal Crashes on Trunk Lines</b>	<b>Fatal Crashes on Secondary Roads</b>	<b>Fatal Crashes in Villages or Cities</b>	<b>OWI Arrests Involving Alcohol</b>	<b>OWI Arrests Involving Drugs</b>	<b>Total Open Container Arrests</b>
<b>Grand Traverse</b>	58	139	1	0	0	0	0	0	0
<b>Gratiot</b>	100	128	11	0	0	0	3	1	0
<b>Hillsdale</b>	61	132	1	0	2	0	1	0	0
<b>Houghton</b>	14	16	1	0	0	0	18	1	0
<b>Huron</b>	56	70	6	0	1.02	0	4	0	2
<b>Ingham</b>	165	220	11	2	7	3	23	4	3
<b>Ionia</b>	12	33	1	0	2	0	6	0	1
<b>Iosco</b>	0	4	0	0	0	0	0	0	0
<b>Iron</b>	31	18	8	0	0	1	6	0	0
<b>Isabella</b>	41	130	19	0	3	0	2	1	0
<b>Jackson</b>	46	202	0	4	2	1	4	2	0
<b>Kalamazoo</b>	12	336	4	0	1	0	15	2	0
<b>Kalkaska</b>	0	37	0	0	0	0	5	1	0
<b>Kent</b>	3	32	0	1	18	0	2	1	0
<b>Keweenaw</b>	4	2	1	0	0	0	0	0	0
<b>Lake</b>	13	23	5	0	0	0	2	0	2
<b>Lapeer</b>	5	22	0	0	18	0	7	6	0
<b>Leelanau</b>	19	33	0	2	2	0	5	0	1
<b>Lenawee</b>	5	22	0	1	0	0	5	0	3
<b>Livingston</b>	67	122	0	8	5	0	2	0	0
<b>Luce</b>	0	1	0	0	0	0	0	0	0
<b>Mackinac</b>	0	18	3	0	0	0	5	3	1
<b>Macomb</b>	126	256	3	2	2	1	91	42	2
<b>Manistee</b>	0	124	0	0	2	0	12	1	1
<b>Marquette</b>	55	57	0	0	1	0	17	0	4
<b>Mason</b>	15	37	1	4	2	0	4	0	1
<b>Mecosta</b>	24	72	0	0	0	0	2	2	3

<b>County</b>	<b>Crashes on Trunk Lines</b>	<b>Crashes on Secondary Roads</b>	<b>Crashes in Villages or Cities</b>	<b>Fatal Crashes on Trunk Lines</b>	<b>Fatal Crashes on Secondary Roads</b>	<b>Fatal Crashes in Villages or Cities</b>	<b>OWI Arrests Involving Alcohol</b>	<b>OWI Arrests Involving Drugs</b>	<b>Total Open Container Arrests</b>
<b>Menominee</b>	36	0	0	0	0	0	2	0	0
<b>Midland</b>	66	356	15	1	8	0	18	0	3
<b>Missaukee</b>	13	25	4	0	0	0	12	4	1
<b>Monroe</b>	5	46	0	4	6	0	1	0	0
<b>Montcalm</b>	5	59	18	0	0	0	0	0	0
<b>Montmorency</b>	54	73	15	0	0	0	9	2	0
<b>Muskegon</b>	101	143	1	3	1	0	1	2	0
<b>Newaygo</b>	27	63	0	0	0	0	9	4	4
<b>Oakland</b>	14	43	34	4	2	4	12	0	0
<b>Oceana</b>	4	48	1	0	2	0	4	0	2
<b>Ogemaw</b>	12	30	0	0	0	0	1	0	0
<b>Ontonagon</b>	10	7	3	0	0	0	0	0	0
<b>Osceola</b>	26	28	0	0	0	0	0	1	0
<b>Oscoda</b>	27	34	0	1	0	0	5	0	0
<b>Otsego</b>	18	22	1	0	0	0	1	0	0
<b>Ottawa</b>	52	224	6	2	13	0	5	2	0
<b>Presque Isle</b>	86	155	42	0	0	0	9	0	1
<b>Roscommon</b>	5	17	3	1	0	0	9	0	0
<b>Saginaw</b>	55	93	42	0	2	0	32	6	2
<b>St. Clair</b>	18	143	0	1	1	0	3	4	0
<b>St. Joseph</b>	127	171	2	0	1	0	2	13	0
<b>Sanilac</b>	54	116	2	0	0	0	0	0	0
<b>Schoolcraft</b>	0	4	0	0	0	0	2	0	1
<b>Shiawassee</b>	3	108	0	0	0	0	3	0	0
<b>Tuscola</b>	76	63	0	0	2	0	1	1	0
<b>Van Buren</b>	42	103	2	0	0	0	8	1	0
<b>Washtenaw</b>	0	93	0	1	6	0	2	1	0
<b>Wayne</b>	0	70	18	0	0	0	13	0	2

<b>County</b>	<b>Crashes on Trunk Lines</b>	<b>Crashes on Secondary Roads</b>	<b>Crashes in Villages or Cities</b>	<b>Fatal Crashes on Trunk Lines</b>	<b>Fatal Crashes on Secondary Roads</b>	<b>Fatal Crashes in Villages or Cities</b>	<b>OWI Arrests Involving Alcohol</b>	<b>OWI Arrests Involving Drugs</b>	<b>Total Open Container Arrests</b>
<b>Wexford</b>	2	27	5	0	0	0	0	0	0
<b>Totals</b>	2,871	6,906	388	70	130	15	685	161	132

<b>County</b>	<b>Total Crime Reports Filed</b>	<b>Total Criminal Arrests</b>	<b>Total Motorist Assists</b>	<b>Total Law Enforcement Assists to Own Department</b>	<b>Total Law Enforcement Assists to Other Departments</b>	<b>Community Safety Training Sessions</b>	<b>Number of Citizens Attending Safety Sessions</b>	<b>Patrol Hours</b>	<b>Non- Patrol Hours</b>
<b>Alcona</b>	352	57	8	492	8	0	0	1,297	787
<b>Alger</b>	33	27	16	40	106	0	0	561	72
<b>Allegan</b>	1,897	177	77	480	235	33	481	2,559	3,073
<b>Alpena</b>	28	9	24	37	35	0	0	824	1,191
<b>Antrim</b>	49	22	24	128	77	0	0	1,097	179
<b>Arenac</b>	35	24	9	89	12	0	0	968	871
<b>Baraga</b>	0	0	11	21	34	0	0	635	493
<b>Barry</b>	92	46	36	129	44	0	0	1,002	974
<b>Bay</b>	409	119	32	39	249	0	0	2,338	3,165
<b>Benzie</b>	80	55	42	235	51	0	0	929	756
<b>Berrien</b>	79	42	324	2	1,665	0	0	1,826	1,705
<b>Branch</b>	25	26	17	42	34	1	15	1,814	528
<b>Calhoun</b>	65	65	8	41	20	0	0	1,266	754
<b>Cass</b>	160	18	22	119	48	2	40	1,087	574
<b>Charlevoix</b>	32	32	25	50	134	0	0	1,025	882
<b>Cheboygan</b>	16	25	23	0	24	0	0	1,345	95
<b>Chippewa</b>	75	82	27	29	60	0	0	4,065	1,391
<b>Clare</b>	20	5	7	13	5	0	0	183	29
<b>Clinton</b>	247	159	19	275	177	4	18	1,480	1,442
<b>Crawford</b>	203	109	20	239	68	0	0	2,431	1,295
<b>Delta</b>	22	91	19	233	130	0	0	2,402	1,835
<b>Dickinson</b>	202	66	5	35	67	0	0	2,044	1,428
<b>Eaton</b>	120	118	26	162	131	0	0	1,418	1,768
<b>Emmet</b>	32	24	21	181	24	0	0	1,083	1,052
<b>Genesee</b>	262	312	51	547	163	0	0	2,776	1,085
<b>Gladwin</b>	30	7	4	45	15	4	60	441	1,423
<b>Gogebic</b>	11	5	63	16	31	0	0	2,869	160

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<b>Grand Traverse</b>	53	33	144	235	23	0	0	179	1,635
<b>Gratiot</b>	846	50	12	0	2	0	0	482	4,054
<b>Hillsdale</b>	6	1	37	118	35	1	30	1,050	526
<b>Houghton</b>	193	122	36	50	72	0	0	1,656	1,671
<b>Huron</b>	227	11	19	67	20	0	0	787	1,427
<b>Ingham</b>	118	38	118	841	269	0	0	3,712	3,015
<b>Ionia</b>	66	21	7	37	45	0	0	585	391
<b>Iosco</b>	10	5	4	1	13	0	0	224	34
<b>Iron</b>	27	21	32	239	98	2	270	1,993	0
<b>Isabella</b>	95	11	27	40	31	0	0	1,355	889
<b>Jackson</b>	134	86	57	198	74	0	0	2,033	879
<b>Kalamazoo</b>	104	50	89	208	13	0	0	1,807	827
<b>Kalkaska</b>	172	18	1	178	92	0	1	1,380	263
<b>Kent</b>	33	17	13	125	11	5	181	973	3,248
<b>Keweenaw</b>	10	4	26	8	26	0	0	777	952
<b>Lake</b>	69	25	6	49	21	0	0	262	162
<b>Lapeer</b>	40	37	56	49	21	0	0	1,558	103
<b>Leelanau</b>	20	5	0	7	3	0	0	1,324	533
<b>Lenawee</b>	37	37	4	30	24	0	0	1,390	313
<b>Livingston</b>	101	18	75	98	19	1	20	928	920
<b>Luce</b>	7	5	1	3	12	0	0	370	87
<b>Mackinac</b>	52	36	6	16	6	1	0	961	154
<b>Macomb</b>	165	133	53	431	270	5	90	3,728	2,007
<b>Manistee</b>	160	63	8	3	2	0	0	1,613	435
<b>Marquette</b>	476	91	61	86	208	12	282	2,008	1,172
<b>Mason</b>	136	53	51	260	60	0	0	1,540	193

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<b>Mecosta</b>	40	42	72	42	7	0	0	996	160
<b>Menominee</b>	30	17	6	12	95	0	0	1,176	450
<b>Midland</b>	207	36	20	418	51	16	1,380	2,211	812
<b>Missaukee</b>	189	59	14	89	36	0	0	1,235	553
<b>Monroe</b>	14	1	8	48	6	0	0	1,257	1,574
<b>Montcalm</b>	3	3	16	21	7	0	0	1,001	596
<b>Montmorency</b>	29	16	19	20	24	0	0	435	385
<b>Muskegon</b>	59	36	81	259	72	16	270	2,448	808
<b>Newaygo</b>	141	126	6	36	27	0	0	459	1,686
<b>Oakland</b>	0	17	84	326	68	0	0	6,577	4,866
<b>Oceana</b>	266	53	21	95	45	0	0	840	870
<b>Ogemaw</b>	89	65	9	29	19	0	0	730	863
<b>Ontonagon</b>	16	7	12	21	12	0	0	858	0
<b>Osceola</b>	11	13	16	31	33	0	0	1,431	432
<b>Oscoda</b>	43	24	18	8	48	0	0	1,124	969
<b>Otsego</b>	58	22	6	83	78	2	0	410	1,362
<b>Ottawa</b>	398	336	239	120	18	7	3,038	2,124	1,350
<b>Presque Isle</b>	72	30	5	9	35	0	0	932	783
<b>Roscommon</b>	124	51	1	72	54	0	0	821	815
<b>Saginaw</b>	105	89	6	219	0	0	0	2,692	37
<b>St. Clair</b>	35	56	57	191	53	13	215	1,134	303
<b>St. Joseph</b>	1,562	38	1	0	51	0	0	2,112	2,078
<b>Sanilac</b>	21	25	4	241	9	0	0	997	525
<b>Schoolcraft</b>	11	2	12	1	3	0	0	220	58
<b>Shiawassee</b>	148	39	15	69	58	56	1,123	1,272	501
<b>Tuscola</b>	16	3	14	42	29	0	0	753	791
<b>Van Buren</b>	229	267	24	238	110	0	0	1,419	2,911

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<b>Washtenaw</b>	36	0	18	4	1,185	91	9	253	742
<b>Wayne</b>	595	139	79	696	683	0	0	8,136	1,576
<b>Wexford</b>	27	23	6	71	18	0	0	629	397
<b>Totals</b>	12,507	4,348	2,792	10,607	8,052	272	7,523	123,118	84,147

Information obtained from the semi-annual reports submitted by the counties.